

THE SWITZERLAND \$425,000 Lawyer Operator Buys Big Drive Flat; Other Reports From Realty Market.

The Switzerland apartments, at the northeast corner of Riverside drive and 151st street, has been purchased by Abraham C. Schaefer, lawyer and operator, from Herman Schaefer. It is a six-story elevator building, arranged for eight families on a floor, and occupies a plot 103 feet on Riverside drive and 171 feet on 151st street. It rents for \$55,000 per annum and was held at \$425,000. Mrs. A. Aronson and Herman Warshawer were the brokers.

The Meister Building, Inc., sold to the Chalmers Realty Company the six-story elevator apartment at the northeast corner of 180th street and Haven avenue, 125x127. It accommodates fifty-four families. A Strauss was the broker.

H. B. Bailey of the office of Louis P. Dowdney, sold for the estate of Henry W. Gray, 204-208 East Ninety-seventh street, three four-story tenements, held at \$12,000 each. The buyer was the Chalmers Realty Company.

Arthur L. Shaw sold for the L. C. S. Realty Company, 815 West 180th street, northwest corner Pinehurst avenue, five-story apartment, 53x106, held at \$12,000.

The five-story flat at the southwest corner of Amsterdam avenue and 132d street has been sold by Joseph Adler through Thomas J. Meenan. It was held at \$20,000.

Joseph Shink sold to David Silverman the five-story apartment house, 341x100, at the southwest corner of St. Nicholas avenue and 183d street.

The Fullerton, nine-story elevator apartment house, 57x100.5, at 116-120 East Fifty-eighth street, has been sold by the J. H. M. Realty Corporation to Arthur C. Payne. The house is assessed at \$275,000 and is east of Park avenue.

The two six-story apartment houses, 129.1x100, at 287-291 Edgemoor avenue, north of 140th street, have been sold by the Thompson Contracting and Construction Company to the Parkway Properties, Inc. They were disposed of subject to mortgages for \$185,000.

Morris F. Finkel sold to the J. H. M. Realty Corporation the two six-story houses at 6 to 12 West 127th street, each 40x100; Nos. 10 and 12 were transferred yesterday by the Canal Securities Corporation to the J. H. M. Realty Corporation. The houses are assessed at \$24,000 and 14 to 20, adjoining, were conveyed to the St. Nicholas Leasing and Improvement Company.

J. P. & L. A. Kissling sold 216 Ninth avenue, a four-story tenement with store, 20x85, to Sol Rubin; 218 Ninth avenue, a similar house, to Joseph Klau; 447 West Forty-first street to a client who will alter it and use the building for the manufacturing of elevators, and for the Home Circle Realty Company the southwest corner of Sixtieth street and Amsterdam avenue, a five-story and 55x100, which they resold to an investor.

Leopold Porretto sold for the East River Holding Corp. the five-story tenement at 245 Mulberry street, 25x92.5.

Harlem Warehouse in Deal.

The six-story warehouse, 75x100, at 22nd and 23rd avenues and the adjoining four-story tenement, 18.9x100.11, at 262 West 124th street, have been purchased from the Washington Storage Warehouse & Van Co. by Leo Brothers. The warehouse business was also included in the transaction. Nathan Grabenheimer and Benedict B. Nuriel were the brokers. The buyers recently purchased the five-story warehouse at the northeast corner of Park avenue and 125th street.

Brokers in Two East Side Sales.

Brown, Wheelock Company, Inc., sold 280 Monroe street for the United States Trust Company, trustee, 203 East Twenty-first street, to the J. H. M. Realty Corporation, and the leasehold at 410 East 28th street for Miss Anna Boettner.

American Can Co. Leases.

Spear & Co. have leased to the American Can Company for the General Motors Corporation, the ninth and part of the eighth floors in 120 West Forty-second street, for executive offices. The lease is for a long term of years and involves about 13,000 square feet of space. The lessees have been located on West Fourteenth street for many years.

\$200,000 Residence Sold.

William B. May & Co. sold for Mrs. Harriet P. Haas the four-story dwelling, 20x100, at 7 East Sixty-ninth street, held at \$200,000.

Hotel America Leased.

Edward Arlington, proprietor of the Hotel Harding at Broadway and Fifty-fourth street and the Colonial Arms in Jamaica, has leased the Hotel America, at 145 West Forty-seventh street, for a long term at an aggregate rental of \$135,000. The house will be continued under the management of Juan Benitez and will continue to cater to the Latin American clientele. Mr. Benitez will act as assistant to J. H. Kenny, treasurer and general manager of the 145 West Forty-seventh street Company. Messrs. Arlington and Kenny are negotiating for another hotel in the Forties, and will then control more than 1,000 rooms within ten square blocks.

Suburban Transactions.

John F. Scott rented for the summer season for Ramsey Hoguet his residence and garage on Woodlands road, near the Franklin B. Lord property at Cedarhurst, L. I., to Mrs. J. Todhunter Thompson; for Eliot Summer his house on White's lane, to J. Edgar Bull; for Thomas J. Shanley his house known as Orchard Hall in Lawrence, L. I., to Jonathan T. Lannan; for Arthur Goadby the Rhinecliff house on Bannister lane, to Harold M. Landau; for Mrs. Josephine C. Smith her house on Cedarhurst avenue, Cedarhurst, L. I., to Robert C. Miles; for George F. Hurd his house on Briarwood road, to Henry B. Barnes; and for a Campbell Smith house on Burnside avenue, Lawrence, L. I., to Arthur Goadby.

Peas & Ehlman have made the following leases in Greenwich, Conn.: For Mrs. E. Belcher Mead her property on Old Church road to Walter J. M. Donovan of this city, furnished for the summer season; for L. E. Peas his estate, with three acres, greenhouse, etc., on North street, to L. G. Gardner of Ohio; for Walter C. Douglas his house on Lake avenue to Peter Henderson, head of the seed firm bearing his name; for F. H. Collins his farm on Riverside road to Dr. F. E. Du Bois of this city, who will take possession in May for the summer season; for Miss Margaret Tompkins her new house on Stanwich road for a term of years to J. H. Witherbee. The same brokers also leased for Miss Grace Potter of Sound Beach, Conn., her attractive water front property.

Parsons McLe Merrill Company sold for Henry F. Cowan to Miss Margaretta Fort his property of about an acre, with a two-story dwelling and garage, on Edgemoor avenue, Liawell Park, West Orange, N. J. The same brokers leased for Mrs. Charlotte Bellair to Frank L. Fort his property of four acres, with a large dwelling house and outbuildings, at the corner of North Cedarhurst and Lake View avenues, Lawrence, L. I., to Mrs. W. C. Cowan; for Mrs. M. J. Fort his property, adjoining the corner of Crawford road, Woodmore, to Sydney J. Weinberg; and for Mrs. Alfred Grimley her property on Washington street, to Mrs. L. I. to Edwin H. Bigelow.

Old Quaker Tract Cut Into Lots



MIDDLETOWN ROAD SHOWING ON THE RIGHT THE QUAKER TRACT TO BE AUCTIONED BY BRYAN L. KENNELLY ON MAY 10.

When the Quakers established a meeting house on the Westchester turnpike in old Westchester Village back in 1688 the pious attendants at the services came from distances even as remote as Connecticut. They made the trip for the most part on horseback, which caused a congregation of horses almost as large from a numerical standpoint as the band of worshippers in the church. For years the society suffered from a lack of good pasture facilities for their steeds. In 1808, however, Josiah Quibby, at his death, bequeathed a forty-acre tract of land to the society, which was used for the purpose of grazing the horses of the members. The tract was bounded by Middletown Road on the north, by Merry Avenue on the east and by Coddington and Crosby Avenues on the south. The tract was divided into lots and sold to the Quakers. The tract was used for the purpose of grazing the horses of the members. The tract was bounded by Middletown Road on the north, by Merry Avenue on the east and by Coddington and Crosby Avenues on the south. The tract was divided into lots and sold to the Quakers. The tract was used for the purpose of grazing the horses of the members.

LOCKWOOD DE FOREST SELLS TENTH ST. HOUSE

One of the most individual houses in the city, that at 7 East Tenth street, has been sold by Lockwood de Forest, the artist, who now resides in California. It was valued at \$75,000. The house, a four-story, window frames, Indian teakwood, the walls of the hall, foyer and grand staircase to the second floor are lined with Indian tile, also the fireplace and chimneys are of these rare old tiles, some of which were said to have been in existence before the birth of Christ.

The house is twenty-five feet wide, five stories and basement, with elevator; with three rooms on first and second floors and large studio on the top floor. It has been purchased by Marcus Day, dealer in antiques, of the Fifth avenue, who contemplates extensive alterations and who will use two floors. R. Telfair Smith was the broker.

555 Fifth Av. Reported Sold.

The heirs of the estate of Capt. Warren C. Beach are reported to have sold the four-story dwelling at 555 Fifth avenue, on a nineteen foot lot, for a price said to constitute more than \$171 per square foot. It is one of the few private houses remaining on the avenue south of Forty-eighth street and lies between the store and loft owned by the Marcus Day estate and James W. Gerard and the ten-story structure built last year by Peck & Peck.

Other Dwelling Sales.

Joseph L. Battenweller sold to William Maltag 161 West Thirtieth street, a three-story house, 20x100, located 100 feet east of Seventh avenue.

James E. Poe sold 161 West 126th street, a three-story house, to Henry S. Warner and Albert McD. Taylor to Alfred E. Burnett, an attorney.

Completing 57th St. Flat.

Work on the new twelve-story apartment house at 171 West Fifty-seventh street which is being erected by the Shamokin Realty Company is rapidly reaching completion, and it is expected that the suites will be ready for occupancy next September. The suites will be of the housekeeping type with six and seven rooms and three baths. A radio station will be installed on the top floor. The entire top floor of fourteen rooms and five baths is being leased to a wealthy manufacturer. It will have a solarium, sleeping porch and a formal garden on the roof.

Market News Brief.

Florence G. Hoyt of Douglass, L. I., is the buyer of the dwelling 42 West Seventy-third street, sold recently. The price is \$27,000.

Robert D. White has entered the firm of Rutter & Co.

Robert Foley was the broker in the sale of 274 East 203d street, The Bronx, for L. F. Weinheimer to Sero Ouzounian, reported recently.

Loft Deal in West 26th Street.

Leopold Porretto sold for Joseph Guffanti the five-story loft, 21.5x93.9, at 119 West Twenty-sixth street.

Flat Will Be Like Italian Villa

Cooperative apartment house of Italian design to be erected by the Joint Ownership Construction Company, Inc., Frederick Culver, president, at the southwest corner of the Bronx River Park. The site slopes to the rear, and in the depression in the back of the house a fourteen car garage will be built in such a way as to be invisible to the dwellers in the apartment house. The suites will contain from three to six rooms, and each will have a porch or loggia of liberal dimensions. The prices of the apartments will range from \$3,000 to \$8,000.

46 NEW FLATS AT JACKSON HEIGHTS

First Elevator Houses at Co-operative Colony Will Open To-morrow.

The first Garden apartments with elevators erected at Jackson Heights are to be open for inspection to-morrow, according to an announcement made yesterday by E. A. MacDougall, president of the Queensboro Corporation. The houses are divided into two groups, one of which, comprising eight buildings known as Laburnum Court, is on Twenty-second and Twenty-third streets, between Polk and Roosevelt avenues; the second group, known as the Garden Court, is on Twenty-second and Twenty-third streets, between Fillmore and Hayes avenues. These two groups of buildings have been placed in one of the most desirable sections of Jackson Heights and are erected by the Jackson Heights Apartment Corporation.

The buildings, in addition to spacious interior gardens approximately 100x100 feet in dimensions, have packed streets and terraces in front, which are being attractively landscaped and planted. The outlook from the apartments of these sixteen new elevator buildings on packed streets and on garden courts similar to a private park for the use of the tenants, their children and guests, and is the unique feature of garden court apartment construction.

George H. Wells, the architect, has succeeded in providing rooms of unusual size, together with exceptional closets and, and the largest possible percentage of the plot area devoted to garden plots. The idea of assuring the maximum amount of sunshine, air and ventilation, together with an exceptionally attractive outlook from the windows of each apartment, has been the aim of the architect. Each apartment contains a large burning fireplace, the use of which is optional during the period of the year when coal heat is not desired. An especially attractive feature is the inclosed sun parlor, built in the rear of the apartment and overlooking the garden court. A decided innovation in the construction of apartments at Jackson Heights is the introduction of Murphy-in-a-door beds, the value of which consists in the fact that they provide for a parlor and bedroom, thereby giving to a single room the value of two.

The kitchens and bathrooms in these sixteen new houses have been designed especially for comfort and easy house-keeping. The bathrooms have built-in tubs, with showers, the floors and wall-covering are of a durable material, and with linen closets, the latter located in a hall adjoining. The kitchens have the new type gas ranges, with hood and ventilator, large refrigerators, and built-in cupboards and shelving, cold boxes under the kitchen windows for winter use and clothes drier racks suspended from the ceilings.

Living rooms are segregated from the living quarters so that the bedroom portion of each apartment is self-contained and private. The sun parlor is equipped with extra large windows, and the construction of these elevator apartments indicates the desirability of Jackson Heights as a highly attractive place of residence. More than 670 families are now the owners of apartments purchased under the Jackson Heights plan of tenant-ownership.

High Price of Coal Causes Users to Seek Substitute

By H. C. LAUBER, M. E., Consulting Engineer of the Greater New York Taxpayers Association.

The continued high prices of anthracite coal, together with the uncertainty and varying quality available in the market, have caused many of the most progressive building managers in the use of newer and more economical types of fuel, such as coke and oil.

Both of these new fuels have decided advantages over anthracite, but the use of oil has been restricted by the high initial investment required to install oil burning equipment. The market for high grade coke, however, has developed rapidly, as no changes in existing equipment are necessary. Some general information regarding this new fuel is therefore of considerable interest.

Coke is a product of bituminous coal and bears the same relation to coal that charcoal does to wood. Therefore there can be no doubt that coke is a more economical fuel than coal, and that it is more uniform in quality than coal.

It is not necessary to consider gas house coke too deeply, as it is manufactured with only the yield of gas in mind. It is largely used for the manufacture of water gas and there is therefore little available for domestic heating.

The coke which is used for domestic heating is of the "household" type, and is first used to manufacture metallurgical coke. In this oven coke is charged at the top and allowed to smolder for from forty-eight to seventy-two hours. The gases which escape to the air represent such an enormous waste of natural resources that this type of oven is rapidly becoming obsolete. Furthermore, because coke is not as uniform in quality as by-product coke.

Bituminous deposits are almost exclusively located in a comparatively small section of northeastern Pennsylvania. The supply is therefore limited and readily subject to price control. Many of the mines have been exhausted to such an extent that the quality of the coal has rapidly deteriorated and the present mining costs are legitimately higher.

Bituminous deposits on the other hand are so widely distributed that prices are not easily controlled. Mining costs are low and the vast number of undeveloped sections makes it possible to abandon operations on old mines for other and more easily worked regions when costs run above those in the new competitive field. Furthermore, only a part of the soft coal mines and unionized and union mines must of necessity try to meet the non-union competition.

Soft coal, however, is essentially not a practical fuel for heating in large cities. It is exceedingly liable to spontaneous combustion, making the fire hazard, especially in large bunkers, a very serious problem. The committee on smoke prevention of the Cleveland Chamber of Commerce in 1909 fixed the annual loss due to smoke in the city of Cleveland at \$6,000,000, or about \$12 for every man, woman and child. Similar investigations made by the Mellon Institute in Pittsburgh showed a total annual loss of \$10,000,000, or about \$20 per capita.

If the cost of anthracite continues to soar and its quality becomes continually worse and its supply increasingly limited we must either content ourselves with conditions similar to those of Pittsburgh or convert our soft coal into a smokeless and efficient fuel. It is evident that the supply of oil is not sufficient to replace more than a small percentage of the coal now used. For these reasons the United States Bureau of Mines, the University of Illinois and Yale University have tested the efficiency of coke for heating buildings.

The United States Bureau of Mines publishes a summary of their tests in their technical paper No. 242, "How and Why to Burn Coke." The tests made at Yale University in 1920 are reported in part as follows: "An interesting feature of these tests is the proof of the ability of burning coke ef-

To End Street Car Congestion at Broadway, 6th Ave. and 34th St.

Borough President Miller and the 34th St. Board of Trade Evolve Plan to Relocate Tracks So as to Eliminate Long Triangular Crossing; Plan Now Before Board of Estimate

Vehicle, street car and pedestrian congestion at the intersection of Broadway, Sixth avenue and Thirty-fourth street will soon be relieved when the plan presented by Borough President Miller is approved by the Board of Estimate and Apportionment and the necessary arrangements made for meeting the expense. According to the Thirty-fourth Street Board of Trade, which has been working consistently for the solution of the congestion problem, it will be worked out in the following manner:

Under the plan proposed for the relocation of street car tracks the northbound and southbound Broadway and Sixth avenue cars will operate on tracks in common, eliminating the long triangular crossing, and instead of four tracks crossing Thirty-fourth street, there will be only two tracks crossing. The northbound Sixth avenue cars at Thirty-second street will run upon a new track to be constructed outside of the elevated tracks on the east side of Sixth avenue, proceeding northward to a point about midway between Thirty-third and Thirty-fourth streets, thence proceeding on the present southbound Broadway track, which becomes a northbound track, preceding thence north to a point between Thirty-third and Thirty-fourth streets where the Broadway track joins with the new Sixth avenue track. It then proceeds northward on Sixth avenue upon the track in common with the Sixth avenue car to Thirty-fifth street and turns west into Broadway to resume its route as at present. At Thirty-fifth street the southbound Broadway car turns into what is now the northbound track, which becomes a southbound track, and proceeds south to a point midway between Thirty-third and Thirty-fourth streets, where it joins the present northbound Sixth avenue track, which then becomes a southbound track, and proceeds south, turning thence into Broadway and resumes its route as at present. At Thirty-fifth street and Sixth avenue southbound car will proceed on a track to be constructed outside the elevated pillars on the west side of Sixth avenue, proceeding thence southward, crossing the plaza in front of Herald square, connecting with the southbound Broadway track north of Thirty-fourth street, and thence proceeding upon the common track with the Broadway cars to Thirty-second street, where it turns into the present southbound Sixth avenue track, resuming its route as at present. New tracks will have to be constructed in Thirty-second street and in Thirty-fifth street between Broadway and Sixth avenue for the relocation of the tracks. New tracks will have to be constructed from Thirty-second street to a point

midway between Thirty-third street and Thirty-fourth street, and a new track also will have to be constructed from a point just north of Thirty-fourth street to Thirty-fifth street, crossing the plaza, and on the west side of Sixth avenue for use by the southbound Sixth avenue cars. Several crossovers will have to be installed and one or two switches.

Thirty-fourth street is one of the main thoroughfares, and without doubt this is the most congested spot in the city of New York if not in the world. At the time of the construction of the B. T. subway the Public Service Commission took cognizance of the situation, as the congestion was fast approaching saturation, and provided for the reinforcement of the subway structure at certain points for the location of the elevated posts, so that when the time arrived for the clearing up of this situation the expense would be greatly reduced, and also prepared drawings which have been used in the preparation of the present plan.

These conditions have long been a source of great annoyance to the property owners, and have seriously injured the business of this district. Therefore in 1919 the Thirty-fourth Street Board of Trade engaged ex-Public Service Commissioner Milo R. Matthei to make a study of the situation and work out some plan for its solution. Mr. Matthei accordingly devoted much time to its study, and numerous traffic counts were made. He finally proposed three different plans, each of which in general provided for the operation of the Sixth avenue cars on Broadway north of Thirty-fourth street and the Broadway cars on Sixth avenue north of Thirty-fourth street, eliminating the triangular crossing and relocating some of the elevated posts, but did not provide for increasing the width of the roadway, relieving vehicular congestion, which has been steadily growing worse.

These plans were presented to the then Borough President, the Public Service Commission and the Street Railway Company. The Public Service Commission then made various traffic studies. Since then numerous conferences have been held with the railway companies, the Public Service Commission and the Borough President, but the matter has never brought to a conclusion because of the financial situation of the street railway companies, the possible loss of traffic and the infringement of franchise rights.

When Julius Miller became President of the Borough of Manhattan he inherited this problem. Reckoning the necessity for the relief of vehicular and street car congestion, he instructed Amos Schaefer, consulting engineer of the Borough of Manhattan, to gather data on the subject and to work out a plan that would secure the desired result, acceptable to the street railway companies and to the merchants and property owners represented by the Thirty-fourth Street Board of Trade.

In the meantime the Thirty-fourth Street Board of Trade had conferred

\$8,640,000 IS LOANED FOR BUILDING PROJECTS.

S. W. Straus & Co. have made loans of \$8,640,000 in various cities of the country as follows: On three apartment houses in New York, \$2,500,000; on three apartment houses in Chicago, \$1,400,000; on an office building in Boston, \$1,100,000; on an apartment building in Kansas City, \$500,000; on a bank and office building in Fort Worth, Tex., \$1,300,000; on an apartment building in Omaha, Neb., \$750,000; on an apartment hotel in Seattle, Wash., \$475,000; to the Independent Packing Company, Chicago, \$1,250,000; to Max Pollack & Co., Inc., three manufacturers, Groton, Conn., \$300,000. With regard to the building situation throughout the country S. W. Straus & Co. say:

"There is every indication that we are approaching an active building season, and it would not be surprising if the year 1922 witnessed the greatest amount of new construction work in the history of the country for a similar period. While there are many indications that the percentage of residential construction will be greater proportionately than during former periods, the improvement in general business which is now apparent is showing a stimulating effect for other types of construction. In the various industries devoted to the production of building material a pronounced increase of inquiries and orders has been reported since the spring season opened. Taken in its entirety the situation throughout the building industry is of a very favorable nature."

Site Ready for Hospital



Ground will be broken to-day for the erection of this eleven story annex to the Reconstruction Hospital at the southwest corner of Central Park West and 100th street. The building will occupy a plot 100 by 125 feet. York & Sawyer are the architects.

HOYT LOTS IN BRONX WILL BE AUCTIONED

J. P. Day to Offer 775 Parcels in Vesey Street Exchange on April 6.

"The extension for one year of the time for building tax exempt houses which was granted last Tuesday by the Board of Aldermen means another year of intensive selling of building lots as well as another period of home building by the people. Houses erected between now and April 1, 1922, will be exempt from taxation until April 1, 1922," says Joseph P. Day, the auctioneer.

"This action of the Aldermen, based on the legislative act of a few weeks ago, will add hundreds of houses during the next twelve months to the already erected in the environs of Manhattan. Instead of long stretches of vacant land such as now exist along the lines of rapid transit, there will be one year more to be seen hundreds of comfortable homes owned by the occupants."

A better illustration of the very decided building movement of last year, which was fostered very materially by the tax exemption ordinance, can be found than in the transformed Throgs Neck and Eastchester. The entire area of the Bronx. It is in that section that 775 lots will be sold by me opposite the Eastchester Syndicate and at auction on April 6, in 14 Vesey street. The sale will include the estate of the late Henry R. Hoyt, which has held them for more than twenty years.

"I would arouse the interest and enthusiasm of any sane person to go around among the occupants of the new houses in the vicinity of the Hoyt properties and talk with them about their life in their new surroundings. Most of these men and women are parents of young children, who were driven from the congested tenements because of high rents and because they wished to make their babies more healthy by giving them fresh air and sunshine. Some of these mothers speak of the change with tears of happiness in their eyes."

"Some of the newcomers up there built their own houses—I mean the fathers did the work with their own hands. Many of them bought their houses for less than they could have bought elsewhere. 'I wish I could tell every tenement house dweller about Eastchester,' said one mother. 'If they only knew that they could have a house for less than they are now paying for it, they would be paid for in a few years just by the money they save from paying rent!'"

"Patrolman Charles Miccone of the Bedford police station is an enthusiastic booster of Eastchester. He has a brother-in-law, John Marchione, he is the owner of a modern apartment house built on two lots bought at one of my sales last year. The investment represents \$12,000, and each one lives in the property. Both these men are proud of the fact that they are property owners, and they are pretty happy to think that they are not being subjected to the costly rents of the congested apartment house sections."

Rents Large Camp Tract in Maine.

The camp formerly occupied by Secretary of State Charles E. Hughes and family on Rangleys Lake, Me., has been leased by John F. Phillips to Mrs. A. B. Gilman of Bradford, Mass., to Mrs. Minna Weiss Zeller of New Haven, Conn., to be run as a girls' summer camp and school. The property includes one hundred acres of woods and meadows with modern buildings and one and a quarter miles of waterfront.